

## Brodhead

Claud Owens is visiting his sister, Mrs. G. F. Sutton, at Lexington—Mrs. Jacob Elder was called to Louisville Saturday on account of the serious illness of her little grandson, Estel Brown—J. L. Pike was in Mt. Vernon Saturday between trains on business—Miss Clyde Watson spent from Friday until Sunday with homefolks—A small child of Mr. and Mrs. Robert Ham, Jr., of the Ottawa section, died last Friday.

The Rev. Roxie Powell held regular services at the Methodist church Sunday. On account of illness he Spanish boy that was to have lectured at the Methodist church Sunday evening was hindered from coming here. He will make an appointment for this place in the near future, says Mr. Powell. It was Warren Keith, of Elizabethtown, that the Board of Trustees employed to fill the unexpired term of Miss Elizabeth Storms, resigned, and reported by us as a Miss Guthrie.—K. J. and R. L. Smith were in Stanford Monday watching the stock market, and report little doing.—A 47 pound pumpkin is on display at the Citizens bank now. This pumpkin was raised by "Uncle Marshall Smith, who is the blue ribbon pumpkin raiser in these parts.—A T. Furnish has moved his family to his new residence on the old Benton homestead. Mr. Furnish has a nice residence, which has added much to the appearance of his property. Mr. Cummins, who now owns the property vacated by Mr. Furnish moved his family to it the first of the week.—Dr. and Mrs. W. F. Cart were in Stanford Thursday of last week the guests of Dr. and Mrs. E. J. Brown.

The date fixed for holding the next Brodhead Fair are August 16, 17 and 18, 1916.—Mr. and Mrs. Walter Smith of Cab Orchard, were the guests of her

parents, Mr. and Mrs. J. M. Owens, during the week.—Mrs. H. L. Tharp and little son, Graveley Farris, were visiting relatives here Tuesday and Wednesday on their way home from the funeral of Mrs. Matilda Houk that took place at Mareburg Tuesday afternoon.—Miss Elizabeth Gentry, who has been attending school here, is teaching for her brother, near Spiro, who is ill.—Estel Brown, the seven-year-old son of Mr. and Mrs. W. R. Brown, of Louisville, died at the home of his parents Saturday. The remains were brought here Sunday and buried in the Providence cemetery near Quail. The child had a severe attack of pneumonia and after an illness of three weeks died. He was a grandson of Mr. and Mrs. Jacob Elder of this place.—A number, in fact it seems that most every body here has an attack of grip—space will not allow us to attempt to give a list.—E. J. Ford, of Danville, was here during the week on the business.—A M. Hatt was in Cincinnati Thursday on business.—Walter Robins, who is traveling for a calendar concern, was calling on the merchants, bankers and business men in Corbin, London and other points this week.—Mr. and Mrs. D. H. Cottngin are now occupying the J. G. Frith property near the depot.

## HOOMS AND BOOMLETS

Wisconsin republicans seriously object to Mr. Fairbanks' course of advertising. They think the Hoosier man should pay his own way. The following tells the story in part:

"A motion has been raised in Wisconsin among the members of the Wisconsin Republican Club over what is alleged to have been an attempt to put across some Fairbank 'boom stuff'. It is charged that a newspaper or political organ devoted to the promotion of the interests of the Republican party generally, published more than a Fairbank boom organ and that it is being

conducted by Fairbanks' former secretary and probably is financed by the 'log cabin and cocktail statesman' from Hoosierland. His son was at one time connected with the enterprise. Many Republicans throughout the country have been induced to subscribe for copies of the paper called the 'National Republican,' published at Muncie, Ind., on the theory that they were contributing to a propaganda of Republicanism. It seems that some of the Wisconsin Republicans believe they have discovered that their subscriptions have been made to an organ founded, like so many of Mr. Fairbanks' literary ventures, for the main object of pointing out the alleged admirable political qualities of Indiana's perennial favorite son. Even the Republican congressional committee has a complaint because a letter written by Representative Frank Woods, chairman, who is favorable to Iowa's favorite son, Andrew Baird Cummins, has been used to advertise the Fairbanks boom organ. Much of Mr. Fairbanks' eugenic campaign printed matter is personally conducted. The book 'Life and Speeches of Charles Warren Fairbanks,' which the favorite son of Indiana had published and which he distributed broadcast in the campaign of 1908 is well remembered. It contained the engraved log cabin in which Mr. Fairbanks was (or was not) born, as the case may be. It is because the National Republican of Muncie, Ind., is believed to be personally conducted by one of the fifty-seven varieties of favorite sons that the Wisconsin Republicans object to financing it. In other words they believe that Mr. Fairbanks ought to pay the freight on his own boom."

## CASTORIA

For Infants and Children.  
The Kind You Have Always Bought  
Bears the  
Signature of *Dr. J. C. H. H. H.*

## Langdon News

Langdon School was favored this week by a visit from Miss Emmeline Harbison, of Danville, who was a guest from Tuesday noon till Thursday evening. On Wednesday evening she addressed the Christian Endeavor Society of the Presbyterian church, being the Young Peoples Superintendent of this section.

Dr. Cheek, of Danville was a guest at the school from Saturday night till Sunday evening when it was necessary for him to leave to conduct a funeral early in the day Monday.

Miss Lathim has had an attack of the grip, but is recovering. On Thursday of next week, Jan 20th, a Mother's Meeting will be held at Langdon School.

## MEXICAN QUAIL FOR KENTUCKY

The first consignment of Mexican Bob white quail, secured by W. K. Brewster for the Kentucky Game and Fish Commission, will arrive at New York in a few days from Tampico. There are 343 in the shipment. Executive Agent J. Q. Ward, of Frankfort, said the birds will be kept in captivity until the season of snow is past, although the birds come from above the snow line. He made a request through Senator Beckham and Congressman Cantrill to have the port of entry for next shipment made either Mobile or New Orleans. The birds came from Hacienda "El Caracol," Cruz, Tamalipas. Mr. Brewster wrote that owing to the disorganized condition of affairs it has been difficult to get the quail; but better conditions now prevail and he expects to secure many more soon.

## GOOD OLD TIMES.

Sez Sam Cox, sez he to me:  
The times ain't like what they used to be,  
When a feller could go with a ten-cent piece  
And get enough bacon for to grease  
The pancake griddle all nice and neat  
And then to have a good chunk left to eat.  
Then butter was fifteen cents a pound.  
And we always had enough to go 'round.  
A feller would go with a dollar bill  
And a whole blamed grocery order fill.  
But nowadays for a five bank note  
A feller can't get more'n he kin tote.  
Right home in the pocket of his overcoat.  
Beats all how fur a feller could go  
On a dollar back forty years or so.  
But prices are gettin' so gol darn high.  
We'll all eat hay like a hoss bime-by.  
Them good old days we will see no more.  
When a man with a dollar could buy out a store,  
But there is one thing that we must allow,  
There weren't so many dollars as there are right now.  
He didn't know that it was loaded;  
'Twas pointed at a friend in play.  
Of course the pesky gun exploded;  
His friend may get around some day.

## FOR RHMUMATISM

As soon as an attack of rheumatism begins apply Sloan's Liniment. Don't waste time and suffer unnecessary agony. A few drops of Sloan's Liniment on the affected parts is all you need. The pain goes at once.

A grateful sufferer writes: "I was suffering for three weeks with chronic rheumatism and stiff neck, although I tried many medicines, they failed, and I was under the care of a doctor. Fortunately I heard of Sloan's Liniment and after using it three or four days I am well. I am employed at the biggest department store in S. F. where they employ from six to eight hundred hands, and they surely will hear about Sloan's Liniment.—H. B. Smith San Francisco, Cal.—Jan. 1915. At all druggists."

## STANLEY'S GOOD ROAD POLICY

The Address of Governor A. O. Stanley, Before Ky. Association, Sept. 15, 1915

## COUNTRY MORE ATTRACTIVE

"Back to the Country" Problem Will Never Be Solved Until the Country Is Made More Attractive—Build Roads and You Will Lose None of the Sweetness of the Farm.

Louisville.—Address of Governor A. O. Stanley before the Kentucky Good Roads Association, on September 15, 1915.

Ladies and Gentlemen: I am deeply grateful to my good friend, Bob McBryde, for his very kind reference to me. We should all be grateful to him for his years of tireless, patient and unrequited toil in behalf of this great movement, without expecting, without receiving, any other recompense than the gratitude of his countrymen and the welfare of his country. With tongue and pen he has presented with marked ability every reason which can be assigned for this great work, and he has answered every objection which the ignorant or penurious might advance. The people of Kentucky have yet to earn the debt they owe this great journalist for a great work nobly done.

I am not here today to attempt to entertain you with anything that approaches a formal address. I am here to make a speech; if I am elected governor of Kentucky, my time will not be given to saying things, but to doing them. (Applause) This is in essence a matter of business as well as sentiment, and to the fiscal side of this problem I shall in the main address my few remarks.

You cannot build roads, however advisable it may be, without money. To say that you are in favor of good roads is like saying you are in favor of good health, or good morals, good atmosphere, good looks, or good anything else. Nobody not a drivelling fool favors good roads just as he favors good health, or good weather. We all favor good roads who have sense enough to travel over them. The question is, not whether it is desirable to have better highways in Kentucky, but how we shall obtain them. We all want them if we can afford them, because we must buy and pay for these roads ourselves. We still receive some aid from the Federal Government, but the Federal Government and the State Government alike tax the people for the money, so at least every dollar that is put in good roads comes directly or indirectly out of the pockets of the people who enjoy them. Then the question to which an intelligent citizen should first address himself is, not shall we donate, but should we invest? If money toward this good work? If you go out to get money to build good roads on the same principle that you go to get money to educate the Chinese, or save the heathen, you will not build many miles of road. To get this money, you must in a way, take it from the people, with their consent, by taxation. But the people are not going to tax themselves to build the roads unless they are convinced that it is a good investment. And when ever the people find that they are making money by expending money on the roads you will get the money just as quickly as you would secure it from a farmer who has convinced that he would make money by buying in addition of 1,000 acres to his farm that is for sale nearby. There is no trouble to induce men to spend money where they are certain or reasonably certain of a safe return. How is the expenditure of many thousands of dollars for good roads a safe investment?

Money and Results.  
I am separating it from its moral and aesthetic, its sentimental side. I am talking to you about the propriety of expending money for roads as I would talk to a farmer about the propriety of expending money for machinery. As I would talk to the mine owner for spending money for a tipple, or an option upon so many acres of coal land. A great mistake that farmers have made is in not making a business-like calculation as to the cost of production, which bears a direct relation to the advisability of constructing good roads. A short time ago Charles L. Schwab, former president of the United States Steel Corporation and now president of the Bethlehem corporation, the most gifted of all the great industrial masters of finance, made this startling statement: "One-third of the cost of the production of all steel products is the cause of transportation," and one of the secrets of Schwab's phenomenal success was that he never calculated the cost of anything made of steel from a needle to a thousand tons of armor plates, that he did not calculate the cost of laying it down. F. O. B. to the consignee. The farmer does not calculate. He calculates the cost of the production in a rough way, by taking cost of the land, taxes, labor, and tools. When he calculated what it cost him to get in fifty bushels of wheat on his wagon or a thousand bushels of corn in his bin completes his calculation. But he has not estimated the cost of that article to its entirety, for no man comes to his bin for corn or to the thrasher for his grain. Until he has calculated the cost of transportation he has not made an accurate estimate of the cost of production. What is the actual value of a free public highway? Let us



GOVERNOR A. O. STANLEY  
Of Kentucky.

see—four good horses and a wagon for example with four horses at \$150 apiece, \$600; the cost of shoeing and harness is to be considered, the whole will cost not less than \$1,000, adding in the cost of maintaining these horses at \$8.00 a month is \$96 a year and you have to add that to the original cost. In six years your thousand and horses and wagon is gone, as they will be worn out. The maintenance will cost you not less than \$600 a year.—\$240 per day. We may say that the same team will do double the work over a macadam road as they will do over a dirt road. So that the farmer in the item of four horse team, wagon and driver saves at least one dollar per day by the use of macadam road. When the farmers have calculated the saving of one item of transportation, the taking of their products to the market, leaving out the pleasure of traveling over the macadam roads to himself and to his family, leaving out the advantages to the children in attending school, and his family attending church, leaving out the feature of bringing him closer to the market or to the mill on the basis of dollars and cents, there is no better investment to the producer than in the making of a cheap and convenient means of bringing the farmers' commodities to the market.

But let us take a broader and higher view. Every man who casts his ballot in the hope of receiving some pecuniary or personal benefit, either in emolument of office or some pecuniary advantage is a menace. By that I mean that the man who votes simply to keep up some political organization, the man who votes at the call of a boss, the man who votes for money in hand is a menace to the liberty of a free people.

This government rests upon the disinterested devotion to high ideals of citizenship. It is the foundation upon which the republic rests because a majority absolutely rules in this country. And whenever that majority ceases to be honest this government will topple like a house of cards.

What has preserved this government for a hundred and fifty years or more? I will tell you: The simple citizen seated in a cane bottom chair on a rag carpet before an open fire place, with a Bible on his knees and his family grouped about him, his head bowed simply and reverently asking God to guide him through the night, and arising in the fear of that same God at dawn to take up the simple tasks of the day. He votes of no thought of profit to himself, but for the good of his family and the honor of his country and the glory of his God. This is the power upon which this republic rests and must forever rest.

Now we talk about this simple life, its high ideals, and its noble purposes, and yet there is in Kentucky a continual exodus from the country to the town. I make no warfare upon the city. I have lived in towns the most of my life, but what I mean to say, that what we need is more good people in the farms in the country. It will cheapen the costs of living in town. It will bring more customers, and new life and new capital to our great cities.

It is an invincible instinct for men to seek the society of their fellows, and gather as we have gathered here today in great multitudes. It is as natural as for partridges to gather in coveys in the field, or birds in flocks in the sky. It is essential to the happiness, the mental and moral welfare of mankind, just so much as food or clothing. The thing that has destroyed rural life, the thing that has depopulated fertile lands is the loneliness and isolation of life in the country. Our girls and boys who live in rural districts are literally marooned in the winter without access to the postoffice, the church or the school, or to the doctor in time of sickness, or to the store for the bare necessities of life in any other way than on a mule, belly deep in the mire. Our

boys and girls simply will not be kept in the rural districts ten miles from any town under such conditions, however much you may talk about the noble life of the country. It is too often the most lonesome existence on earth. If you wish to live in the country and bring up your family around you, if you wish them blessed by the things which are good and sweet in rural life, then you must give them the pleasant things of life in the city.

Build good roads to the city, you will lose none of the seclusion and sweetness of the country. The sunshine and dew and the landscape are still there, the fertile fields and the lowing herds, and the scent of newly mown hay, and the silent benediction of the evening are still yours. With good roads and automobile—if you cannot get an automobile, borrow a Ford—the wife and her boys and girls can go to church, they can go to the fair, they can go to places of amusement, they have the advantage of the pleasures of the city, and you have not been deprived of your country home or anything that makes it desirable or lovely. You will never solve the question of "back to the country" until you have made the country more attractive. You cannot keep your family in the country with ten or twenty miles of impassable dirt roads between them and things they want for nine months in the year.

Increase in Prosperity.  
The country will be happier, more thickly inhabited if the roads were improved, and the city will finally increase in prosperity whenever you unite the two by macadam roads.

Both political parties—I am not here to talk politics—have condemned the contract labor system; both parties have told you that they are in favor of employing convicts upon the road. Now the counties have the right to employ whom they please with the money they raise themselves, and it is a vexed question to what extent, where the state can force the convict labor upon the county, coming as it must, more or less, in competition with free labor. In Edmondson county, especially, we have an unlimited deposit of rock asphalt, a material that will cover your macadam roads with waterproofing a thousand times more indestructible than oil; a substance, hard, yet elastic, that is as enduring as marble. And yet this vast and priceless deposit today is reached only by dirt roads that are almost impassable. This is a disgrace to Kentucky. I would see, and I hope to see, the labor of convicts, as well as others, employed in the development of these great quarries. I hope to see this, the greatest road-making material ever known, spread over five thousand miles of boulevard all over Kentucky from the mountains to Mills Point.

I could talk to you for a week upon this subject. Oh, it means so much to Kentucky as a state. There is much to expect from the development of good roads. No other state in this union has such a variety and a wealth of undeveloped resources; more coal than Pennsylvania; more hardwood than any other commonwealth between the Mississippi and the Pacific, and more acres of fertile soil than any other state of like area between the two oceans. Our soil produces a greater variety of products than any other on this earth. Why is it that the wealth of the mountain and the wealth of the plain are not developed? It is because the people of the mountains cannot reach the wealth of the plains, and the people of the plains cannot avail themselves of the wealth of the mountains because of the cost of getting from one to the other.

This is eliminated by connecting them by great highways. It will increase the fertility of the soil and the richness of the mines and the vast wealth of the forests.

Upon this great movement rests the happiness and the prosperity of the greatest people on earth, the people who live and expect to die in old Kentucky. God bless her.



A Road in Henry County, Kentucky, Before Reconstruction.



Type of concrete bridge used to replace wooden structures. 18'-6" reinforced concrete slab bridge Frankfort-Versailles road, Franklin Co. Contract price of superstructure \$425.00. Co. pointed masonry by force account.

## NOTICE

To the Tax payers of the Town of Mt. Vernon: Those who owe Town Taxes for the year 1915, will make arrangements to settle same on or before the 10th day of January 1916.

P. D. DEBORD,  
Marshal.

## SUTTON & McBEE

THE  
CLOTHCRAFT  
STORE



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